6. Gravity piers. To the other side of the Gravity Shops, if you carefully pick your way through the brush, there are visible several stone piers from the Gravity. They lead across the Lackawanna toward the West Side. (Note: Don't mistake the supports for the New York, Ontario, & Western trestle for the Gravity ones. The NYO&W supports are much larger-they carried the tracks over streets-and much easier to locate.)

7. The Lookout. Just slightly north of the intersection of Pike and Cottage Streets, the Honesdale Branch of the Delaware and Hudson Railroad split off from the main line. In certain areas, the branch followed theroute of the Gravity. Offer sections can also be seen, such as the crossing on Wayne Street, the crossing on Lincoln Avenue (where there was a station) and the crossing on Erie Street in Carbondale Township.

8. The First Anthracite Mine. Located near the Seventh Avenue D&H Railroad crossing, the first mine was opened in 1815. At that time, the Number 28 Plane of the Gravity ran past the area. The mine was quite close to the Lackawanna River, and the water had to be diverted from the digging with pumps powered by the river itself! During the excavation of the West Side Minefire, a monument which had been placed at the site was removed to prevent damage. It is presently located at the Columbia Hose Company, across from City Hall.

9. The New York, Ontario, and Western Raiway trestle. Although only two sections of the trestle are still standing, all but one of the stone supports are intact. It ran from behind the Gravity Shops, across what's now John Street, across the Lackawanna River and Dundaff Street, then above the D&H tracks, through the West Side. Just seven miles toward Scranton, the O&W was below the D&H right-of-way, giving an indication of the grade a train, loaded with coal from the valley, would have to struggle up.

10. The New York, Ontario, and Western Railway yards. After the trestle, the O&W circled around through the West Side and ran just about alongside of Route 6. The track then went to the Mayfield Yards, located in Carbondlae Township where the Vo-Tech school and Bauman's scrap yard are today. In the yards, coal cars from the collieries dotted throughout the valley would be marshalled together into complete trains, and sent north to meet the O&W's main line at Cadosia, New York. (The Line into this area was a branch, constructed in 1889-90 to tap the coal industry's traffic.)

[Copies of Bob Tomaine's Top Ten Historical Sites In And Around Carbondale, Pa. were distributed to all those persons who attended the First Annual Carbondale City Hall Lecture and Film Series.]